

**ON
TRACK
OFF
ROAD**



T+
TISSOT
SWISS WATCHES SINCE 1853
INNOVATORS BY TRADITION

160th
ANNIVERSARY
1853 - 2013

T+ **TISSOT**



OFFICIAL TIMEKEEPER



Get in touch at www.tissot.ch



Tissot T-Race MotoGP™

LIMITED EDITION 2013

Become part of racing history with a robust 316L stainless steel case, scratch-resistant sapphire crystal and water resistance up to 10bar (100m / 330ft).

IN TOUCH WITH YOUR TIME







Bridging the gap...

One generation of MotoGP goes wheel to wheel with another in what was a gripping opening to the season at Losail and further reinforced 34 year old Valentino Rossi's value to the sport in his eighteenth year of Grand Prix racing. It was hard not to be impressed by the Italian's comeback through the sand-layered track while Marquez was also star billing on his debut. Undisputed winner Jorge Lorenzo can feel hardly done-by in terms of the Qatar limelight

Photo by Milagro/Monster Energy



PLAY



MotoGP





Touching distance...

Ryan Villopoto saw his five event race-winning streak come to the narrowest of ends in Minneapolis last weekend but the bigger story is also reaching a conclusion. With three rounds remaining and a 22 point lead RV hit a rich vein of form at a crucial time to forge his cushion. Title number three (in a row) is almost within reach

Photo by Simon Cudby



AMA-SX





The Italian (or Sicilian) way...

Tommy Searle's enjoyment of the Italian jumps at Arco di Trento ensured that he gained this issue's cover status but Tony Cairoli was the master of his home turf and holds an advantage of almost a Grand Prix over his rivals with less than a quarter of the season in the bag. Powerful stuff.

Photo by Ray Archer



PLAY

JEFFREY HERLINGS

There are only two peices
of riding equipment that
can save your life in a
crash, a helmet and
a neck brace.

IS ALWAYS LEATT READY

■ **GPX Race**
±790g / 26oz



■ **GPX Pro Lite**
±617g / 21,8oz

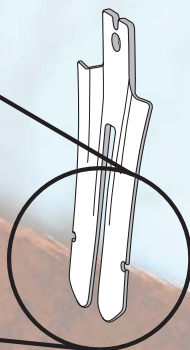
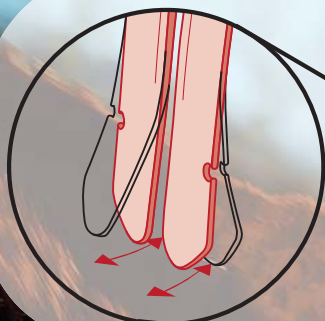


4WAY
ADJUSTABLE
FOR BEST FIT

LHIP
LEATT HIGH IMPACT POLYMER

3WAY
ADJUSTABLE
FOR BEST FIT

CARBON
Construction



COREFLEX

Both braces feature our new Coreflex technology. This enables the rear thoracic strut to move individually for an extra comfortable fit.

LEATT
Engineered for Performance
© Leatt Corporation 2012



MX

GRAND PRIX OF TRENTINO (ITA)

ARCO DI TRENTO • APRIL 14th • RND 4 of 17

MX1 winner: Tony Cairoli, KTM

MX2 winner: Jeffrey Herlings, KTM

KTM WORLD

By Adam Wheeler, Photos by Ray Archer



PLAY



MXGP TRENTINO

The gate has dropped and Cairoli (222) is already a metre ahead steering a bike with 100cc less than virtually all of those next to him





There was a glow about the Grand Prix of Trentino and it wasn't through the blue sky barely visible above the vast Dolomite mountains or the busy vibrant colours of a decent crowd at the old-fashioned Arco di Trento circuit. Nope, it was the beam radiating from a weekend of absolute KTM dominance from the United States to Europe and from the smiles emanating from the Austrian camp who have been irrepressible in 2013 Grands Prix with seven victories from a possible eight in both MX1 and MX2 classes.

Tony Cairoli's holeshots in front of an adoring home crowd led to a 1-1 set of results that barely looked achievable after a low-key Saturday performance. OTOR found the world champion hidden in a quiet corner of the paddock, hood pulled up over a cap to go incognito and staring at a section of the track in the distance. Hunched over a fence it was a revealing moment of solace from the GP's number one. It was almost as if he was escaping all the attention and hubbub of the meeting and was constructing in his mind the strategy that would eventually lead to a 57th career victory (therefore the second most decorated GP racer ever) on Sunday. We almost felt guilty to disturb his train of thought but he clearly had the requirements of the rippling and narrow hard-pack track laid out in his head and admitted post-race that nothing less than a pair of holeshots would have enabled such domination. Mission accomplished and Cairoli's thick veil of supremacy remains undented.

Ken De Dycker continued his career revival and is the epitome of how renewed confidence and belief can really make a difference with another podium trophy. Gautier Paulin picked up his third champagne bottle of the season on the works Kawasaki and his acumen with the complicated overtaking task at Arco showed that if the Frenchman can organise his starting procedure into something like a level of efficiency then he will be the nearest danger to the KTMs.

What else of note in the premier class apart from horrendous injury news involving both factory Yamaha riders (Steven Frossard with a painful left foot and Joel Roelants with a sore shoulder and light concussion) and Honda's Evgeny Bobryshev (fractured right fibula needing two more weeks)? How about partial relief from a majority of the paddock – and I include Youthstream in my estimation – that the quality of Grand Prix racing will not be risked with a trip to Guadalajara in Mexico after cancellation of the fourth flyaway. Reimbursement of booked travel tickets is less painful for the promoters than something near a repeat of the potentially flammable and farcical situation in South America that materialised in 2012.

On the Arco dirt Tommy Searle deserves plaudits for turning around a torrid weekend in Holland two weeks ago to pick up confidence despite a second moto, second corner tumble with Clement Desalle and the eternally luckless David Philippaerts. Desalle left Italy pissed off after failing to overtake Paulin in Moto1 and then having to limit damage to his points tally from the back of the field in the second race. Max Nagl gave some cheer to the Honda crew with his first showing in a moto top three later in the afternoon and indicated there is more to come from the German.

MX2 continues to be in the vice-grip of Jeffrey Herlings who said after his fourth GP win in a row and 100% record in 2013 that he is his only rival this season. This he evidently proved as much by two absurdly fluffed starts (a first corner crash and then hitting the gate) and irrepressible comebacks as his repertoire of lines and attacking riding that drew him past Jordi Tixier, Jose Butron, Christophe Charlier and Dean Ferris like they were in the European EMX-125 two-stroke support category. People are already starting to talk about 'when' instead of 'if' Herlings will retain his world title as he clocked up a twentieth GP success at the age of eighteen. Bulgaria next for the final race in April and the fast and wide strips of Sevlievo could not be more of a contrast to Arco di Trento as the FIM Motocross World Championship maintains its diverse flavour thus far in the current campaign.



MXGP TRENTINO

How long before Jeffrey Herlings begins to hit the gate on purpose? The World Champion kept himself amused in Italy but there was no deficit too big nor rival too fast to stop his perfect season thus far



Max Nagl gets a little too squared up in what was a determined fightback to the winner's circle in the second moto. The result gave the factory team a huge lift after yet more injury woe









Xavier Boog's efforts meant that the Ice One KTM team were more prominent in Italy. Christophe Charlier (left, middle) was quick on the prototype Yamaha but needs better starts. Mr and Mrs. Geboers look on (left, bottom) while Clement Desalle chats with Everts in the pristine Airoh truck (below)



The factory Yamaha team thought they had used-up their quantity of bad luck for the decade last season but injury problems kept Frossard and the usually lively Roelants (pictured here in the first practice session) back in the awning with both a doubt for the Bulgaria Grand Prix this weekend





De Dycker's career renaissance shows no sign of slowing no matter the terrain or the conditions. Cairoli could not wish for a better wingman at this current time as the KTM duo went 1-2 once more and 222 steadily continues to pick up points on chief rivals Desalle and Paulin





You'd have to wonder what Dean Ferris might be capable of if it wasn't for that broken collarbone a month ago. The Australian is playing catch-up but his starts are fantastic. His third place in the second moto means that much more is to come



Herlings' dominance in MX2 and the fact that only 27 riders finished the second MX1 moto give increased impetus to the idea that the shape and format of Grand Prix racing is likely to change for 2014

MXGP TRENTINO



Desalle was fuming over his inability to pass Paulin for second place in the first moto and also a second race-second corner pile-up that meant a furious chase back to eighth. Precious points wasted but it is hard to see Cairoli going another 26 motos without a similar taste of misfortune





If Gautier Paulin could even 'buy' a holeshot on his factory Kawasaki then it is unlikely that anyone would catch the Frenchman. It's time for GP21 to erase this weakness if he is to topple the World Champion. A trip to Bulgaria this week is timely as Sevlievo was the site of the former European Champ's first MX1 victory in his rookie season last year







Andrea from Ajroh gets in the spirit at the excellent KTM-media event next to Lake Garda on Friday

CLASSIFICATION & WORLD CHAMPIONSHIP

MX1 OVERALL RESULT

Riders

1	Tony Cairoli, ITA	KTM
2	Ken De Dycker, BEL	KTM
3	Gautier Paulin, FRA	Kawasaki
4	Clement Desalle, BEL	Suzuki
5	Kevin Strijbos, BEL	Suzuki

MX2 OVERALL RESULT

Riders

1	Jeffrey Herlings, NED	KTM
2	Jordi Tixier, FRA	KTM
3	Jose Butron, SPA	KTM
4	Christophe Charlier, FRA	Yamaha
5	Glen Coldenhoff, NED	KTM

MX1 WORLD CHAMPIONSHIP STANDINGS (AFTER 4 OF 17 ROUNDS)

Riders	Points
1 Tony Cairoli	192
2 Ken De Dycker	155
3 Clement Desalle	149
4 Gautier Paulin	148
5 Kevin Strijbos	120

MX2 WORLD CHAMPIONSHIP STANDINGS (AFTER 4 OF 17 ROUNDS)

Riders	Points
1 Jeffrey Herlings	200
2 Jordi Tixier	141
3 Glen Coldenhoff	128
4 Jose Butron	111
5 Christophe Charlier	107

Less than two weeks after his maiden podium celebration in Holland Jake Nicholls was staring at the possibility of two in a row until he hit Ferris while disputing second position in the second MX2 moto. A broken engine then later forced a DNF

MXGP TRENTINO



READY TO RACE
» www.ktm.com



Photos: Tagliani S. - Archer R.

HAT TRICK FOR TONY CAIROLI!! **TRICAIROLI**

Red Bull KTM's Italian factory rider Tony Cairoli takes his third consecutive MX1 World Championship title for KTM. The six-times Motocross Champion has won around half of all the races in 2012 on his KTM 350 SX-F and has taken more than 80 percent of the available points – GRANDE TONY!



KTM

HIDDEN AGONY...

By Adam Wheeler



I was returning home on my bicycle from football training the other night with a tight hamstring. I was thinking 'this is not the most sensible thing to do' but the discomfort and force I was having to apply on the other leg just to complete the fifteen minute journey also made me ponder on the bravery/lunacy of motocross racers and the extremely thin line they walk of being able to perform to their best.

We've all suffered an ache, pain or injury. We've all had bad nights with less sleep or woken with a dodgy gut, slightly blocked nose or endured a headache that just slightly knocks us off kilter. For at least eighteen weekends of fifty-two in a calendar year a professional motocross athlete has to stop the alarm clock in his camper or hotel room and pray that he gets out of bed on the right side. If he or she is under the weather or struggling in some physical capacity you then have to add the demands of a heavy track, rain/cold/excessive heat and other sapping circumstances of a race on top. Throw in the whole psychological side of the sport and you quickly realise that racing a motorbike for a living is actually a bloody hard thing to do. Especially when you are trying to beat people like Tony Cairoli or Jeffrey Herlings who on a particular day might have strolled into the paddock with a spring in their step.

The pressure to perform surrounds racers on a daily basis, despite often absurd public claims that they don't feel that way. The next day, the next training session, the next event, the next season, the next deal; it is always in the back of their minds due to motorsport's relentless demand for results and progress. Every motocross athlete has a down period of injury – it is a very sad inevitability of the discipline - and there are nearly always repercussions; especially with frequent incidents when an individual cannot reach that treasured state of being '100%'. The sponsors, brands and teams also have their own

goals and if a rider has physical problems then it is usually that awkward and insecure time when the aims and objectives of both parties start to diverge. This is when a racing powerhouse of a team – one that dominated a Grand Prix only a week before - can be at its weakest.

We've all had aches and pains...racing a motorbike for a living is actually a bloody hard thing to do...

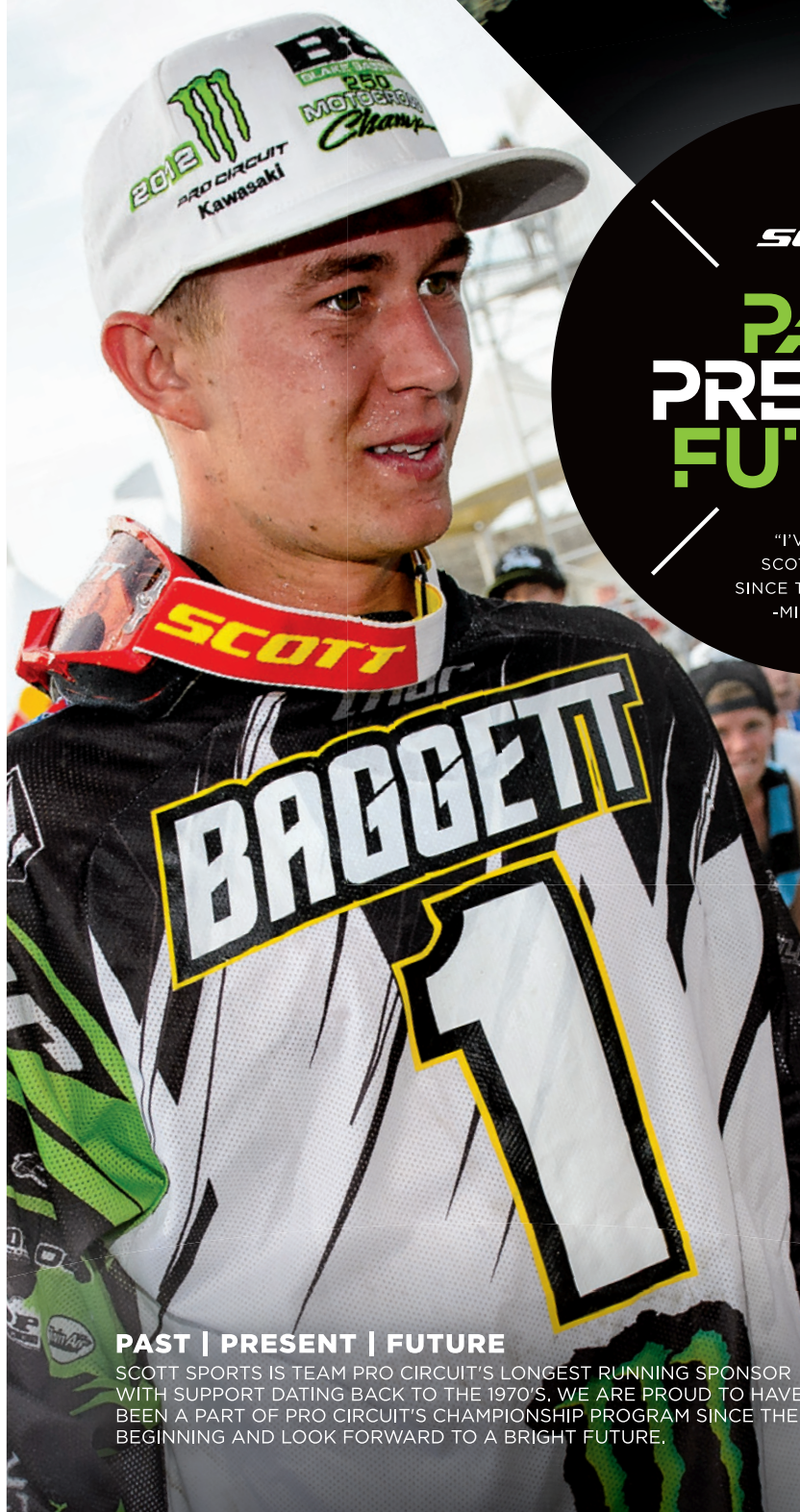
Some of us in the press room would roll our eyes when factory Suzuki racer Clement Desalle went through a long stage of telling us every week in post-race press conferences that he was glad to come away from the Grand Prix without any injury. It was a routinely uninspiring comment to make but also something extremely true and Desalle was letting us know about a facet of the sport we rarely focus on. We instead look to a rider's lines, his outright speed, his bike set-up, his rhythm on the track. We infrequently examine how he is feeling and whether his performance is being hindered, particularly when he is on the bike and outwardly there seems no clue to a sprained ankle, pulled muscle or stretched ligament.

Of course at the highest level we are also talking about the kind of treatment, medicines and pain-killers that might knock a normal human being out for twenty-four hours. This is another indication that companies in motorsport don't only pay a person for their skills and courage but also the use of their body as a finely tuned instrument for development or marketing success. Athletes take all the steps necessary to stay that way. It is worth remembering the razor edge on which that these guys exist the next time that fight for the lead just drops away in the later stages of a moto.



PAST PRESENT FUTURE

"I'VE TRUSTED
SCOTT GOGGLES
SINCE THE BEGINNING"
-MITCH PAYTON



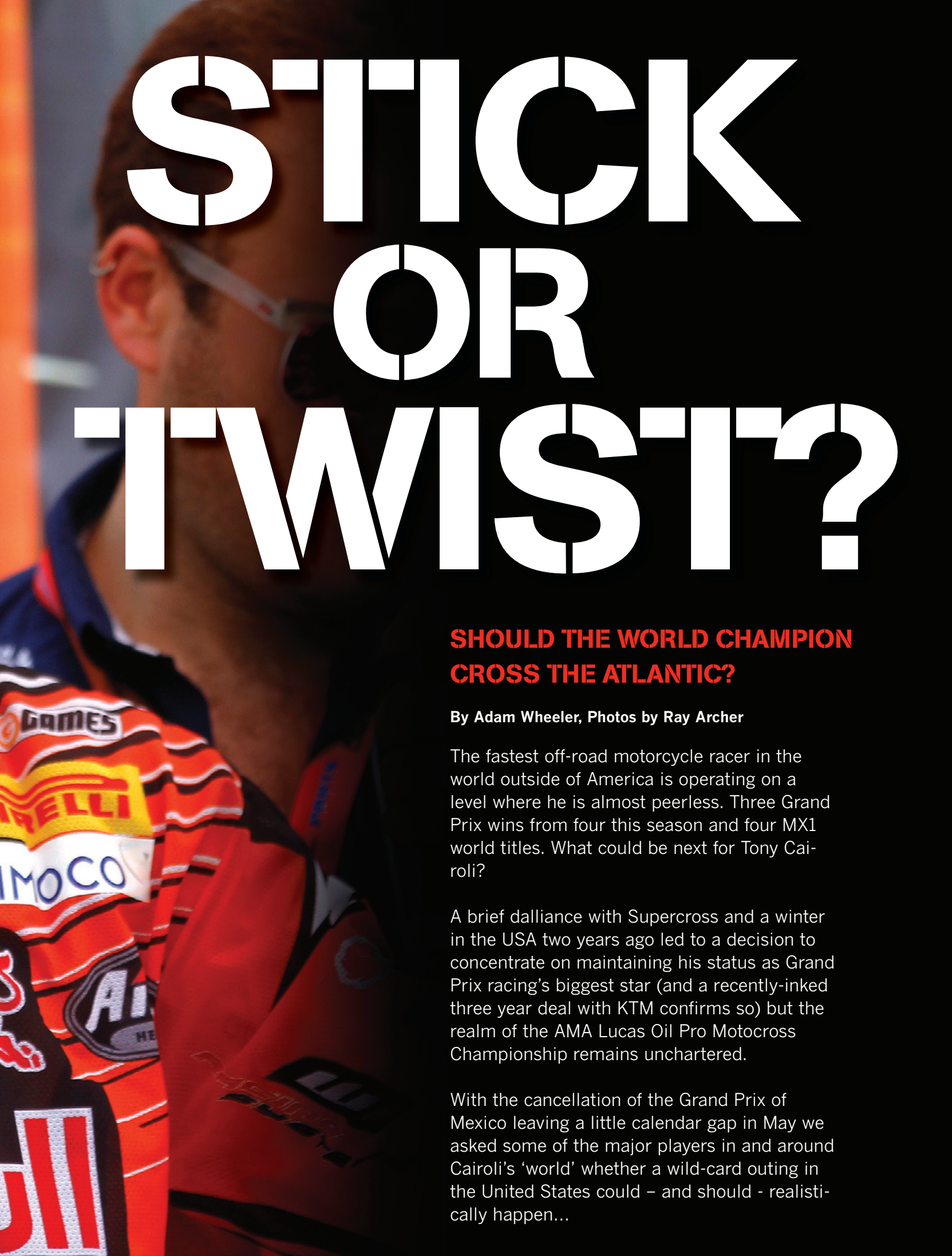
PAST | PRESENT | FUTURE

SCOTT SPORTS IS TEAM PRO CIRCUIT'S LONGEST RUNNING SPONSOR WITH SUPPORT DATING BACK TO THE 1970'S. WE ARE PROUD TO HAVE BEEN A PART OF PRO CIRCUIT'S CHAMPIONSHIP PROGRAM SINCE THE BEGINNING AND LOOK FORWARD TO A BRIGHT FUTURE.




SCOTT





STICK OR TWIST?

SHOULD THE WORLD CHAMPION CROSS THE ATLANTIC?

By Adam Wheeler, Photos by Ray Archer

The fastest off-road motorcycle racer in the world outside of America is operating on a level where he is almost peerless. Three Grand Prix wins from four this season and four MX1 world titles. What could be next for Tony Cairoli?

A brief dalliance with Supercross and a winter in the USA two years ago led to a decision to concentrate on maintaining his status as Grand Prix racing's biggest star (and a recently-inked three year deal with KTM confirms so) but the realm of the AMA Lucas Oil Pro Motocross Championship remains uncharted.

With the cancellation of the Grand Prix of Mexico leaving a little calendar gap in May we asked some of the major players in and around Cairoli's 'world' whether a wild-card outing in the United States could – and should - realistically happen...



Davey Coombs, MX Sports President, journalist and RacerX overseer: As a fan of Tony Cairoli I would love it, as would any race promoter, but such an adventure comes with risks for the athlete. Tony proved last year in Lommel at the MXoN that he was without a doubt the best motocross rider of 2012, and his reputation around the world is secure. But coming to America for one race would be putting a lot on the line for us bench racers. The tracks and the whole systems are so much different, as many riders of calibre have found out over the years. The equipment is different, the schedule here much more hectic, the track prep different, the competition much more focused on their task at hand, and familiar with it all... I have no doubt Tony can win here, just as I have no doubt that Villopoto or Dungey could win in Europe, but it takes even the great ones time to adjust.



Stefano Taglioni, photographer, journalist and close friend: In America it is a national series, even though it is an important one. For a rider like Tony who has to finish the world championship and has a target to take as many championships as possible it would be stupid to go there for a race. I understand that many fans and people in Europe are waiting for that challenge and it could be interesting for everyone but I think Tony prepares well for the world championship. He doesn't go to any other race unless it is for training. He doesn't have to prove anything. He doesn't have an important reason or a contractual reason to go there. His goal is to win the world championship and when that is over then he will make any race he wants but during the current GP series? No.

Claudio De Carli, Red Bull KTM MX1 Team Manager and long-time confidant: In my opinion it is not so important to go there just for one race. It doesn't make much sense. If Tony would like to go then it is his decision and his preference. It would be hard to say 'no' to Tony if he wanted to go. It would be possible, if KTM agreed, but I think the reason to go would have to be strong to do it in the middle of the season and to take that risk.



Giuseppe Luongo, Youthstream President: As a fan of the sport I think that because Tony is world champion then somebody has to come here if they want to be able to say they are better. He is the example and has nothing to prove. People ask 'why do the Americans not come to the world championship?' Maybe they are scared? Maybe they think they are superior? If that is so then they have everything to lose because if they win then it is something normal, if they do lose then they are beaten. When I started following motocross it was always about the world championship. I ended up making the Masters series to get the Americans over here because I would like to see us race together and for that I'm thankful for the Motocross of Nations.





PLAY



Clement Desalle, Rockstar Energy Suzuki World MX1 and the last top flite Grand Prix rider to attempt an AMA National: If the opportunity was there, I would go again.

Steve Matthes, RacerX/OTOR Journalist and PulpMX Podcaster: I've been to five Motocross des Nations and five Grand Prix races in the last seven years and each and every time (save perhaps the 2007 MXDN at Budds Creek) I've been blown away by Antonio Cairoli. He is surely one of the best riders in the world, on any side of the Atlantic. He's got it all, fitness, speed, tenacity and even more important - to me anyways - he's one of the classiest and friendliest riders around.

Taglioni: Tony has a character that if you invited him to make a race in your garden then he would come along with his friends. He is not afraid of anyone and he is also not afraid to lose because when you are a champion you know you cannot win every time. Right now this is a job and not a joke so he has to think of his contract and his future.

Pit Beirer, KTM Motorsports Director: It looks dominant sometimes in the points standings but Tony is working hard and is very focussed on that and because he has that dedication that's the reason why he is winning. If he thinks 'I've got this series covered and I fancy a holiday and trying to kick some ass in America' then it might hurt him here and bite him back. These things are not easy at all and I don't believe someone can just go over there and win another class. I don't have big mental support for it but if he wanted to do it for sure it would be possible.

Coombs: One race adventures are tough. Sometimes it works out well, as it did for Clement Desalle at Unadilla, but sometimes it's a disaster, like Joel Smets at Southwick. If Cairoli does come over, may I suggest Red-Buuuuuud?! He would love it, and the fans would too.



D

FEATURE



Joel Smets, five times FIM World Champion and Rockstar Energy Suzuki World MX1 rider coach:

I did it twice, a long time ago. I did the Gainesville National when it was in the middle of the supercross series, around Daytona Bike Week. I later did one in Southwick but honestly it is quite a big hassle and we don't get enough time off in the calendar. I did not feel 100% fit at the time. If you go there and you have your name and results in Europe then I believe you should go and kick ass and I think that's what Clement [Desalle] did a couple of years ago. When I went I couldn't ride my GP bike because I had a 570 KTM and a 550 was only allowed in the U.S. so it was a different engine and it felt different. It wasn't such a big problem but if you have to fight Carmichael and these guys you know that you have to be 100%. I took some good starts and finished 6th and 7th or something. I have a nice picture of a holeshot I made in the first moto and I consider that as a really nice souvenir! But I was not happy with the results because I knew I could do better. The circumstances were not great because I flew home from the GP, got everything ready, arrived in the U.S. on Thursday night, had to build the bike Friday and go through the qualifying on Saturday. I felt exhausted on Sunday and couldn't give a full account of myself. You really need to plan a race appearance like that well.

Desalle: It was a super experience. For sure it was a risk but that is there every time we go on the bike or make a race. I went in 2009 and 2010 and it was more on my own initiative. I think it would still be possible to go again but I'd like to have something to show for it and for using all that time and energy between GPs. It is good visibility for the brand and the team to go over there and do well. In 2009 it was hard because I had a bike I didn't know and on Saturday it was completely disassembled. I had some parts with me and I had to build the whole thing up with my Dad and we just made the technical control! In 2010 it was better organised with Suzuki and I had a good bike there but it was still different. We had a small problem to get my suspension on the bike and had to use the American set-up. I had a different feeling with the front fork because the dimensions are bigger...that they use for supercross. I had to get used to it but finally it was a good weekend, good experience, good track and good fun. It is true that more people knew about me afterwards and it was positive to go there and see some other riders and the way they do things.

Stefan Everts, ten times world champion and Red Bull KTM MX2 Team Manager:

I did six Supercross races in '92 and two Outdoors at Unadilla. I remember it being a very wild track back then and one that everybody talked about. I took a third in the first moto and crashed in the second, I think I finished fifth or something. It would have been nice to win but people would forget it...people don't forget my ten championships! I should have had my own GP machine because the set-ups over there lean heavily on supercross and the bike I had had so much bottom end power. I kept changing it after each practice session and it kept on being too aggressive because I liked to have a 'soft' engine. It made my race tougher and I was tired after twenty minutes, which was not normal. You need some time and good preparation to race there. You go expecting to battle for the win and I was a bit disappointed afterwards and realised my preparation should have been better. Tony only has things to lose in my opinion.



D

FEATURE

Tony Cairoli: I would definitely like to go. I think the tracks there are nice and fun to ride. If there is the possibility I would love it. Fortunately I am always near the top of the championship so it is hard to suddenly want to go to another series and just do it because the European race fans would like to see me there. However I would like to do one race and I always like to race anywhere or any time whether it's in Belgium or Italy or whatever. If the opportunity came up I would go.



PLAY



CAIROLI VS AMERICA



Matthes: I'd love to see him come to America to race a national or two. In fact, I hope he finds time to do more than one national. To come over for one race, with the travel and the adaptation period, is almost a waste of his talents. He needs to come for a couple of weeks or even (gasp!) the whole series. It takes time to get used to the tracks, the pace and the different American way. I'd love to see the 222 over here, I think he can win races, maybe not a title, but he can definitely win races. And I'd love for the fans over here to see what I've seen every single time I've gone over to Europe. He's a special talent, one of the best ever in my mind. TC, just do it...please?

Everts: When I made my decision to just focus on Europe and the GPs I didn't regret it or look back...yeah maybe now I think I should have tried it but I'm happy with everything I have achieved. Tony is still in a position where he can change his career path but I don't think he will because he is very happy here. It is a different ball game and I don't think he could just take his success he has here over there. He would have to prepare all over again and I'm not sure he wants to.

Tony Cairoli: I don't have a fire inside to do it but I would love to race against them [AMA riders] whether it be in America or the Grands Prix. We are lucky to be in the world championship and I'd really love to see some of them come over here. Why not? I am always open but there are a lot of things in the background that need to be organised. In America the 350 is not part of the race programme so there is quite a bit of stuff what would need to be shipped. It cannot be decided in a day.



De Carli: It would be possible, if KTM agree, but I think there needs to be the right motivation to do just one race during the season. I'm not sure if KTM would be so happy but if Tony wanted it then it could happen.

Beirer: I don't carry any motivation for Tony to do it. I think he feels very happy here and still sees enough of a challenge here in MX1. The young guys will come up to challenge him soon. We want to succeed over there with the best American riders or AMA committed guys so there is no push from me or KTM for Tony to go. If he wants to make one race, two, a half-season, full-season or any other wish then we are open to listen. We have the same bikes over there and we could organise it from our side without many problems. He has done more for us than we expected and we've won three titles together. If that is his wish then we are ready to discuss but I haven't had a request so maybe it is not a hot topic right now.

Smets: I think if Tony goes he has more to lose than to win. Comparing riders is an old story and I think it can only be done over a season. I like watching Tony because you can see that he has a lot of determination and dedication and so much passion when he rides. Of course I would be happy if he went there and won but I also think it would be disappointing if he went and finished third. That could easily happen.

Beirer: The question of who is the strongest rider feels like it has been there as long as motocross has been around! You cannot really mix both of these worlds. As you can imagine I love both of them because I have been here-and-there doing my job and I don't feel that the question is an important one.

Desalle: Everybody is different and I don't want to say 'this guy should do this or try that' and I think Cairoli knows what he can do and whether he could try or not. I respect what he wants to do. As a fan it would be nice to see him out there. I think the other guys here were interested to see what my results would be at Unadilla. It is always fun to watch a good race with good riders.



***“The best riders matched up together could draw a 100,000 crowd but the problem is always ‘where do you do it?’*”**



Beirer: Speaking as a race fan? I had a nice chat with Mitch Payton [Pro Circuit supremo] a year or two ago and we were both brainstorming about how we could combine the series'. There was a funny idea going on that we could do the last three rounds of each series together. The guys would get points for their own championship. We would all like to see the best of the best together on one track of course! But it would need to make sense. It would be awesome to see them all together... otherwise we have to wait for the Nations like usual and maybe this is part of the reason why it is the race of the season.

Taglioni: We see the best riders matched up at the Motocross of Nations but I also think some other organisers could create a meeting that puts the best riders together. It could draw a 100,000 crowd but the problem is always 'where do you do it?'

Luongo: Speaking as a fan it would be great if the series' could combine in some way and it would also follow up current priorities for the world championship because we want a big part of the calendar to be out of Europe and going global. I see nothing wrong with starting the series in Asia, coming back to Europe, going somewhere else and then finishing the championship in September, before the Nations, with a couple of rounds in America and with the Nationals. It would be great and would

integrate the riders. It could be very nice. Speaking as a promoter of the world championship I still think it is nice but it would be difficult for a few reasons. I don't think there would be too much hassle from our side but fitting two energy drink sponsors together could be hard unless there was an agreement whereby everyone created something 'huge'. Anyway I cannot impose this because I have an exclusive contract and for the Coombs family and the organisation there I imagine it is the same. Maybe the American fans would like it but from the talks I've had with Davey I get the feeling that perhaps it is something they would not like to happen. From my side it could happen tomorrow if there was no conflict with the sponsors. If we found the good way and the good will from the sponsors then I think it would be great. I think if the Americans want it to happen like I do then I believe it would be possible to find a solution somehow...even though it would be complicated!

Tony Cairolì: To race in America is not necessary but even if I go there and I don't win or I don't finish on the podium then it is not a big problem for me and I don't see it like others do. It would be good training, and I would love to race against the AMA guys because I think they are awesome and their tracks also...very wide and so nicely prepared. It would be just one event and maybe - to really see something - you need to do a championship.





*Team RedBull KTM's
Marvin Musquin rocks
the new Accuri Caltrans to his
first victory at Daytona.
First out. First win.
Spring '13 line available now.*
Photo: Jeff Karda

**NEON ORANGE
IS THE NEW
BLACK**



www.ride100percent.com @ride100percent

COMMON LENS REPLACEMENT SYSTEM



THE STRATA



THE ACCURI



THE RACECRAFT





AMA-SX

MINNEAPOLIS

METRODOME · APRIL 13th · RND 14 of 17

450SX winner: Ryan Dungey, KTM

250SX East Coast winner: Marvin Musquin, KTM



PLAY

DUNGEY GETS STEELY

By Steve Matthes, Photos by Simon Cudby

The weather outside was freezing but in front of his home fans, many of them seeing him grow up over the years, Red Bull KTM's Ryan Dungey rode his best race of the season to catch and pass Monster Energy Kawasaki's Ryan Villopoto late in the Main. It was Dungey's second win of 2013 and pulled him into second in the series points and he now trails Villopoto by 22 points with three races left.

Dungey's been getting stronger and stronger as the championship rolls on but the only problem is that so has Villopoto. Those two riders are emerging ahead of the rookies (Barcia), the comebackers (Canard) and the ex-champs (Stewart and Reed) to show that they're able to keep pushing to new levels. The rest of the guys just can't do it right now, including Davi Millsaps who was so good early on. It's a testament to the 'Ryan's' training program, machines, teams and attitudes that they aren't getting tired of the grind of racing, training and traveling.

After the race, in a cold and snowy parking lot, I spoke to team manager Roger De Coster on what we just saw.

"It was one of the best supercrosses I've seen," said the man they call "The Man".



“Definitely the best one from Ryan, this was fantastic. Villopoto could have taken it easy out there but he fought. We need to give him credit for that.”

Villopoto passed Mike Alessi on the first lap after the 800 grabbed yet another holeshot (Mike was struggling really bad with the big whoops...so badly this reporter actually felt sorry for him) and most thought it was over. I know I did. Villopoto had won five in a row and looked great doing it. Dungey hadn't had much for the two-times champion and home race or not, there wasn't many people who thought that would change.

But it did. And it wasn't really anything that Villopoto did wrong, he rode a great race, but Dungey raised his game. From a gap of about four seconds, Dungey caught and stalked RV. The two swapped positions a few times - a little aggressively even - and the race was on. Dungey, perhaps feeling the urgency of over 40,000 fans cheering him, excelled and proved that on this night, he wouldn't be denied.

His team manager loved what he saw with Dungey appearing to get well out of his customary restrained approach. “I think in the last three races, he's improved on that [being aggressive]” said De Coster. “He knows this, but I tell him anyway and put pressure on him. I don't want him to run into people, but I want him to be more decisive. Either you go for the pass or you don't. He doesn't want to be known as the guy that takes people out. It's an aggressive sport and it isn't dancing out there.”

Indeed it's not dancing, and you could tell that neither Dungey nor Villopoto were interested in being each other's partners. It's got to be tough for Ryan Dungey, he's a three-time 450 champion but some say that he didn't have to beat Villopoto to win them as the other Ryan was out with injury. And Dungey suffers from what many in our sport endure which is the 'if you're second, you're crap' mentality. He's one of the best riders in the world no matter what and even though more times than not





he's been behind Villopoto over the years, he's done mighty fine for himself. There are always races like Minneapolis (maybe four to five of them over the years) where Dungey simply reels RV in and makes the pass and that folks is not something that many can do.

It was also nice to see after the race that both riders stopped to shake hands, put their arms around each other and celebrate the show that they had just put on. That's another thing that should be applauded as we've seen a few riders over the years not being able to leave it on the track. Off the top of my head I can think about, oh, almost any two riders ever involved in a title chase in the history of motocross and supercross and although the sportsmanship a credit to both riders, I think more so to Dungey. He's the one that's had to stand on the second step of the podium more times than not. It's easy for Villopoto to be gracious; after all he's the one on the cusp of a third straight supercross title. For Dungey? Not so much.

De Coster liked the fire he saw in Minneapolis and feels like it's a stepping-stone to more wins. Having been a world-class racer himself, RD knows the mentality it takes as we wrapped up our interview (he probably had to go celebrate as KTM swept both classes in Minnesota for the second time this season): "It's a tough sport and you need to stand your ground. It's not cutting a guy off over a triple, it's just fighting for your position."

And on this night, Dungey showed there is plenty of fight left in him.





Alessi heads the returning Reed; the Australian has a wealth of numbers and stats in AMA SX but doesn't boast a win in Minneapolis as one of them. It was the first time the city hosted SX since 2008





PLAY

Musquin is slowly and surely gaining on the number one spot in East Coast 250SX. His win was the first for KTM in Minneapolis...an hour before Dungey doubled the feat





PLAY

Barcia still requires some support for his wrist while Stewart could be doing some more spectating if medical checks on the same part of his body don't work out in his favour this week. Andrew Short escapes through the whoops (bottom right)





Wil Hahn might be chewing his nails as Musquin fills the spotlight but the Honda rider has been nothing if not consistent. Just one more solid ride will cap a fine career turnaround







AMA-SX CLASSIFICATION & CHAMPIONSHIP

AMA 450SX RESULT

Riders

1	Ryan Dungey, USA	KTM
2	Ryan Villopoto, USA	Kawasaki
3	Davi Millsaps, USA	Suzuki
4	Justin Barcia, USA	Honda
5	Chad Reed, AUS	Honda

AMA 250SX EAST RESULT

Riders

1	Marvin Musquin, FRA	KTM
2	Wil Hahn, USA	Honda
3	Blake Wharton, USA	Suzuki
4	Gavin Faith, USA	Honda
5	Tyler Bowers, USA	Kawasaki

AMA 450SX STANDINGS (AFTER 14 OF 17 ROUNDS)

Riders	Points
1 Ryan Villopoto	299
2 Ryan Dungey	277
3 Davi Millsaps	276
4 Justin Barcia	220
5 Chad Reed	212

AMA 250SX EAST STANDINGS (AFTER 8 OF 9 ROUNDS)

Riders	Points
1 Wil Hahn	178
2 Marvin Musquin	173
3 Blake Wharton	153
4 Vince Friesse	103
5 Gavin Faith	100

Hometown heroics by Dungey who grasped his tenth podium of 2013



PLAY



READY TO RACE
»www.ktm.com

www.ktm.com

Photos: R. Schedl, H. Mitterbauer

Do not imitate the riding scenes shown, wear protective clothing and observe the traffic regulations! The illustrated vehicles may vary in minor details from the series model and some show optional equipment at additional cost.

READY FOR MY NEW ADVENTURE



Pack the limousine and head off on a relaxed trip.
Accelerate the sports car dynamically out of the corners.
Pilot the SUV along dirt tracks and across wild streams.
For this you need three cars or just one motorcycle – the new
KTM 1190 ADVENTURE! Fully specced with high-tech equipment
for all your adventures – no matter where in the world!

STANDARD EQUIPMENT:

150 HP (110 kW)/230 KG INCL. 23 LITRES OF FUEL

C-ABS/TRACTION CONTROL WITH 4 MODES + OFF

15,000 KM SERVICE INTERVALS

COMPREHENSIVE TECHNOLOGY AND
SAFETY PACKAGES

YOU CAN FIND ALL THE FEATURES AT
WWW.KTM.COM

THE NEW KTM 1190 ADVENTURE

KTM



facebook.ktm.com

KTM POWERPARTS

KTM POWERWEAR

KTM ORIGINAL SPARE PARTS

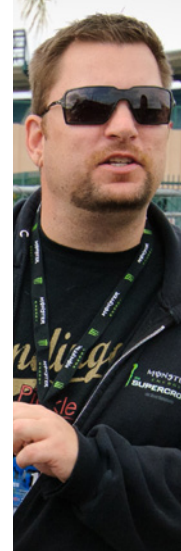
KTM RIDE ORANGE

KTM FINANCE

24 MONTH WARRANTY

MOTOREX
KTM Group Partner

WPF



EASTERN PROMISE...

By Steve Matthes

The last Minneapolis Supercross (at least for a while as the city builds a new dome) has come and gone. The folks in Minnesota must feel like a yo-yo when it comes to their city having a supercross, by my count this is the third time the series has come and gone from the state since '96, and with it the 250SX Eastern region got a little more interesting.

Red Bull KTM's Marvin Musquin won the whole shooting match with a wire-to-wire triumph that pulled him to within five points of the leader (GEICO Honda's Wil Hahn) with just one round remaining. It was the Frenchman's fourth win of the season (Hahn's got two) and he's got some momentum in this thing. Marvin was fast all day long under cold and snowy conditions. In both timed practices the #25 was on top of the board, won his heat, he grabbed the holeshot in the main and checked out. It was the equivalent of a perfect game in baseball, there wasn't anything stopping him.

He was magnificent and it seemed like a only a short time ago, after a poor first round result and then a off-the-pace podium at the next round where he got dropped, we were wondering if Marvin was ever going to figure out the indoor game. The two-time FIM Motocross World Champion collected his first USA outdoor national win last summer and may just get his first USA title here if things in Vegas fall his way.

With a weakened 250SX East coast (six top ten riders out with injury) there are realistically only four individuals that can podium on any given night. So it would have to be a complete disaster for Musquin to just make up the five points on Hahn and win outright. With the AMA scoring giving 25 points to the winner and 20 to third, that's what has to happen at Vegas for Musquin to win. That would put them in a tie but Marvin would get it with the tie break awarding the racer with more wins.

For Musquin it was like a perfect game in baseball, there wasn't anything stopping him...

The Sam Boyd track at Las Vegas is hard and slick, so throttle control and precision are rewarded as is good riding technique. Musquin has all of those in his corner as well as a 'nothing to lose' mentality. The pressure is on Hahn now to close this thing out and I'm sure he'd like to have a few more points in there but that's not going to happen. Get ready in a couple of weeks for a barn-burner!





PIES PEAKS

By Gavin Emmett
Photos by Milagro, pramaracing.com & MotoGP.com

The Pramac Racing rider covers a range of topics with renowned commentator/presenter Gavin Emmett as the MotoGP collective roll into (almost) home turf for the Texan this weekend...

On leaving Yamaha and almost MotoGP...

I did almost leave MotoGP, that was real, and the only thing that stopped me was Ducati wouldn't take a 'no' and I didn't want to look back in a couple of years and know that I didn't get everything out of myself in MotoGP - which we haven't. I know that I've got more to do. We had a couple of good seasons on the 800s and then when it was the 1000, either the bike had broken or when it didn't break, I was trying to make up for lost time and made some mistakes through frustration. Some internal dramas happened and it was a miserable last year but there are a lot of great people at Yamaha, and I'm still friends with a lot of them – in fact when they were over for testing Maio (Meregalli) and a few of the mechanics headed over to my place for a couple of days. I've got nothing against 99 per cent of the people there. The company as a whole and as a brand I love, the Yamaha US guys too, but the current situation and set-up of how things were happening, I don't think it was in my best interests to be there.

On his shoulder injury that restricted him to the bare minimum of pre-season tests...

I don't like to always keep harping on about my shoulder but it's one of those things. I've broken a wrist and my collarbone and competed a week later and been on the podium but it's not one of those injuries. A lot of people as soon as they hear 'shoulder injury' think it's what Rossi had or it's a collarbone break or something like that. Mine was way more complicated. At first we were worried whether it was ever going to be 100% again. It will be, it's just that it takes a long time. You can probably best translate it to a full ACL (anterior cruciate ligament) replacement and not just a repair. It takes a long time to heal and to get range of motion back and then you got to work on your strength.

On his team-mate...

Andrea Iannone's a good guy, he's good for a laugh. He walks to a different beat, that's for sure! He's pretty funny, or crazy I would say! He's been totally nice to me, we talk about the bike and set-ups and I think it's hard for him because it's his first year in MotoGP and the package isn't ideal yet, compared to someone like Marquez. If anyone tries to compare him to Marquez then it's not even fair. Marquez is obviously already a very special rider. He's going to upset a lot of people and they're going to compare rookies to rookies and even someone like Bradl now, who's in his second season. Having seen how fast he is, it's pretty scary.

On the Ducati...

The bike isn't really that different, it's not night and day. It doesn't do anything horrible. It's just a different bike. Everyone wants to know about the Desmo engine compared to the Yamaha engine, but they have so much power now that they're controlled by the electronics and so is the power curve. So even though they sound different they pretty much ride the same. I'm still not at the level to be developing and saying a whole lot of stuff about it, but there are definitely key areas that Dovi and Nicky have talked about, and I've felt them, but maybe not quite so severe. They're there and they need to work on that, but that's all I can say about it right now. All four Ducati guys should be on the same bikes at the start of the year, but I would have understood if they had come to testing without certain things for me, but we all had the same things. Any time they are making something new they're making 12 sets of it for both bikes and back-ups. We're all on the factory stuff and when we're having meetings it's with Pramac, but with the factory Ducati guys, so it's pretty much one big factory team.



"It's a little game in MotoGP and I wasn't on the high end of the totem pole!"







On the rumours of a return to Suzuki and their 2014 MotoGP rebirth...

I'm focused on this year at the moment. I would love the bike to get better and finish my career with Ducati; stay until I'm done. I would never actually have left Suzuki back in the day if it wasn't for how the GP programme was being run. That's kind of why it's not there any more too. I was with Suzuki forever in America and started doing some rides with them and actually thought I'd kind of earned some respect to have that ride. Some stuff didn't happen and I went with Yamaha and had a great run until last year, and a lot of why I left there wasn't Yamaha's fault at all. I just don't think it was in my best interests for my career to be in that situation with all the drama and with certain people wanting certain people to be back on good bikes again, and things like that. It's a little game in MotoGP and I wasn't on the high end of the totem pole!

On the upcoming control ECU...

It's really hard to say, with the ECU and the tyres and stuff like that. I think it's moving in a better direction. I still think that having two different tyre companies can benefit the racing. Sometimes it's bad, but sometimes it's good and it's a race back and forth. That's when we saw better racing actually. You look at Moto2 though, and technically everybody has the same engine and different chassis, and that's the best racing. Obviously, the manufacturers want to have their chassis and their engines to win and say that it's 'all them' and that's 100 per cent understandable. It's plain as day though that if you want to see the best racing possible...

Take NASCAR for example, its boring to watch in some ways, but in others it's nose-to-tail racing for 500 miles or whatever the distance is, and it's because they're all the same. The

only way I can see racing getting to dicing back and forth again is if something was exactly the same on all the bikes. Whether it be the chassis and different engines, or the same engines and different chassis. That would close the gap hugely, but it will never happen. So the way they are going is maybe the best thing they can do. There's always going to be grey areas though, there are always going to be ways around things with ECUs and stuff like that. So I just don't know how it's going to happen until it does happen.

On the Circuit of the Americas...

I came to COTA to see the F1 race a few months ago, and I told everyone that would listen that it is going to be the nicest place we go to throughout the whole series. Austin's a great city, and that's not just me saying it because I'm from Texas, it's just such a cool place.

The good thing about the track is it has a lot of passing opportunities and I would guess on the back straightaway we will be touching 215mph maybe even 220. It's super fast and a great facility. It's wide too and it seems like there's heaps of run-off room that is paved, which is always nice. We don't respond too well with gravel-traps! I basically think they did everything right. If anything it's going to be difficult because it's so long and there are so many turns with a lot of switchbacks at high speed. I think the only complaint can be that it's a difficult track to learn and a very physical track to race at. You've got a couple of hairpins that are probably 40mph and then a couple of corners that are 140, so it's definitely different.

On why those at COTA should eat Sushi...

The sushi restaurant that I'm part owner of in Dallas, Kenichi, they have another one down in Austin which is what I would say is the best sushi place down there!

READY TO RACE
»www.ktm.com

www.ktm.com

READY FOR MY NEW ADVENTURE

Photos: R. Schedl, H. Mitterbauer

Do not imitate the riding scenes shown, wear protective clothing and observe the traffic regulations! The illustrated vehicles may vary in minor details from the series model and some show optional equipment at additional cost.



Pack the limousine and head off on a relaxed trip.
Accelerate the sports car dynamically out of the corners.
Pilot the SUV along dirt tracks and across wild streams.
For this you need three cars or just one motorcycle – the new
KTM 1190 ADVENTURE! Fully specced with high-tech equipment
for all your adventures – no matter where in the world!

STANDARD EQUIPMENT:

150 HP (110 kW)/230 KG INCL. 23 LITRES OF FUEL
C-ABS/TRACTION CONTROL WITH 4 MODES + OFF
15,000 KM SERVICE INTERVALS
COMPREHENSIVE TECHNOLOGY AND
SAFETY PACKAGES

YOU CAN FIND ALL THE FEATURES AT
WWW.KTM.COM

THE NEW KTM 1190 ADVENTURE



facebook.ktm.com



KTM

KTM POWERPARTS

KTM POWERWEAR

KTM ORIGINAL SPARE PARTS

KTM RIDE ORANGE

KTM FINANCE

24 HOURS
EMERGENCY SERVICE

MOTOREX
KTM Group Partner

WIPAC

BOOTCAMP BLISS...

By Matthew Roberts



A trip to Texas for the first ever Red Bull Grand Prix of the Americas in Austin would not be complete without a visit to the state's most famous new tourist attraction. I am talking of course about the Texas Tornado Bootcamp, Colin Edwards' fantasy factory on the outskirts of his hometown of Conroe!

As I write this I am two days into a four day stay with my colleague Steve Parrish, a BBC crew and OTOR's Gavin Emmett, who arrived last night, and we have been having an absolute ball. The premise of the camp is pretty simple: ride dirt bikes, shoot guns and drink beer with one of the funniest and coolest motorcycle racers ever. Sound fun? It bloody is!

First of all the two-wheeled stuff tackles one pretty serious issue: your riding. Being safe on a bike can be the difference between life or death out on the road or racetrack and even two days at the bootcamp improves your control and skill like you wouldn't believe. With Colin as an instructor, as well as top level riders like three-time Pike Peak winner Joe Pussiano and AMA Supersport rider Shea Fouchek you learn the basics of flat track, which address your throttle control, braking and balance. It's no coincidence that guys like Colin made it to the top of his profession on the foundations of body position and feel gained from years riding these bikes.

At the end of each day there is a Superpole lap, which is a great way to bond with all the other students at camp. Each rider takes his turn to complete a full lap of a course linking the three tracks together, watched and timed by the instructors and everybody else on camp. So each day you can measure your progression – I took eight seconds off my lap time in the space of 24 hours whilst another guy, who had never ridden a dirt bike before in his life, improved by

20 seconds. He was absolutely buzzing to come back in and get high-fived by guys like Joe, Shea and Colin. Where else as a beginner rider would you experience anything like that?

Dirt-bikes & then tales around the campfire from Colin's long and colourful career...

Riding all day in the Texan heat is pretty draining but the fridges are always stocked with water, Monster or even beer if you've decided you've had enough for the day or want to take away the pain of some of those bruises! Lunch is provided, as is your evening meal, which is followed by tales around the campfire from Colin's long and colourful career. You never know, as some of the students have found this week, you might end up sat next to a MotoGP star like Bradley Smith or even Valentino Rossi, who is arriving here on Wednesday. The prices aren't exactly cheap but if you can afford it they are a bargain, which is why Henrik, one of the students in our group, is on his sixth visit!

For me it has been awesome to come to a new place and experience something other than an airport, hotel and circuit but I'm already looking forward to getting to COTA now and seeing what the second round of the MotoGP World Championship has to offer. If the preseason test there last month is anything to go by we could see the results from Qatar flipped on their head, with Marc Marquez and Dani Pedrosa on top of the podium from Jorge Lorenzo (another TTBC graduate) and Valentino.

Hopefully Colin can finish as top CRT and make a little visit to parc-fermé at his home track.

HONDAS FOR THE HIGHWAY

By Roland Brown, Photos by Sep Gori, Francesc Montero & Ula Serra

Honda seems to have got their aim and timing just right in creating the CB500F and CBR500R. At a glance you could mistake these stylish newcomers for the CB1000R and Fireblade superbikes. Yet both are mid-weight parallel twins that share almost all their components, have just the right 47bhp output for the new A2 licence class, and are produced in Thailand to keep costs down and allow a cheap price (under £5000 in the UK).

This direction might not be the most glamorous that the world's biggest bike manufacturer could have taken. But in the recession-hit and increasingly globalised market of 2013 the twins — along with their other sibling, the soon-to-be-released adventure styled CB500X — look like a smart move.





CB500F

The CB500F's big-bike illusion fades as I step aboard outside the launch base hotel near Barcelona. The Honda feels slim and light; a low seat adds to its manoeuvrable feel. Its engine fires up with a gentle twin-cylinder rumble rather than the purr of a big four-cylinder powerhouse. And when I release the light clutch, the bike accelerates away in brisk but by no means dramatic fashion.

But if the CB500F's performance and feel inevitably didn't match its big-bike style, the twin certainly lived up to expectations. Despite being simply designed it seemed very well put together. I struggled to find any examples of cost-cutting on a Honda that seemed to have the firm's traditionally high levels of fit and finish.



Equally importantly the CB500F was as fun to ride as it was novice-friendly. Whether it was barrelling along a main road, cranking through a roughly surfaced bend with improbable handling poise, or pobbling through sleepy villages with a light and manoeuvrable feel, the Honda felt capable and in control.

That 47bhp output is enough for straight-line fun and a very respectable pace. The dohc, liquid-cooled parallel twin makes its peak power at 8500rpm, and has a balancer shaft to keep the vibes down. To get the most from it I needed to keep it spinning, which was no hardship because the clutch and six-speed gearbox were light and efficient.



A rider wearing a white helmet with an HJC logo, a black leather jacket with red accents, and blue jeans is leaning into a turn on a white Honda CB500F motorcycle. The motorcycle has red and black graphics, including the 'CB500F' model name. The background shows a clear blue sky, bare trees, and a road with a guardrail.

HONDA CB500s

**“The CB500F impressed
as a simple, easy-to-ride
and entertaining bike
that looks like living up
to the Honda name...”**



TEST

HONDA CB500s





The Honda rumbled quickly up to 85mph or so, which felt quite fast due partly to the exposed riding position. It was smooth, too, buzzing very slightly through seat and footrests at higher engine speeds. There was enough midrange performance to ride happily in a more relaxed fashion, which will doubtless suit the less experienced riders that this bike is likely to attract.

Chassis performance also impressed. There's nothing fancy about the CB's tubular steel frame or its simple suspension, whose adjustability is limited to shock preload. But the components are of decent quality and the ride is reasonably firm. I enjoyed cranking the 500F through the bends at toe-scraping angles, confident that the relatively narrow Metzeler tyres wouldn't let me down.

Braking ability was outstanding for a bike of this type, too. The 320mm wavy front disc and twin-piston caliper generated plenty of stopping power. The launch bikes were fitted with an excellent ABS system that is standard in some markets (UK included), though not others. All-in-all the CB500F impressed as a simple, easy-to-ride and entertaining bike that looks like living up to that Honda name on its tank.





CBR500R

Honda didn't hold back in attempting to emphasise the CBR500R's sporting credentials. After giving it a fairing and paint job reminiscent of the mighty Fireblade, and two Rs in its name, they hired the Parcmotor circuit outside Barcelona so we could test the bike on track as well as on the road.

Optimistic? Well, at times the little Honda seemed underpowered on the circuit's long, wide straights. And its non-adjustable front end felt a bit vague at the higher cornering speeds that were possible despite the slightly dusty surface. But the CBR didn't disgrace itself on the track. And on the road it was just as fun and more practical than its naked sibling. Any advantage was slight, because the only differences between the two are that fairing and the CBR's clip-on handlebars, which are slightly narrower and lower than the CB's flat, one-piece bar.

That gives the slightly more expensive R-bike (£4950 to the CB's £4650 in the UK) a slightly sportier riding position, in combination with the unchanged seat and footrests.

Inevitably the two models are very close in performance, the difference being that the CBR's rider is shielded by the fairing and screen, so can sit at speed with notably less effort than the wind-blown CB rider. On one downhill slope the 500R hit an indicated 117mph, and would happily have cruised with 90mph showing on its simple but clear instrument panel.

If the sportier twin is to justify those two Rs in its name, it could really do with adjustable suspension and possibly some other minor chassis upgrades. But I'm pretty sure that for the vast majority of its intended customers the CBR500R will prove fast, sweet-handling and be fun enough just as it is.



MAX AIR - SPLIT
FULLY VENTILATED RACEWEAR





BOOG / SPLIT

MSR WELCOMES XAVIER BOOG TO THE TEAM





100%

Over a year after their launch, distinctive goggle brand 100% have some interesting new designs as part of the 2013 line.

It is hard to attend an AMA Supercross round or even an MXGP these days without a glimpse of the 100% logo and the efforts of Marc Blanchard and his team to try and stay ahead of the vast amount of competition in the market means some eye-catching colours and schemes.

Our pick here is the Racecraft Metal Lime Blue (far left) and the Racecraft Terminator Red Mirror. You have to smile at the retro themed Accuri 90's Galore Gold (a bit worrying that we now think of the 1990s as 'retro') with its bold shades from another era but it a cute way to celebrate some of the previous fashion ideas of the sport. The Racecraft is the premium goggle for more extreme conditions and features air intakes and tear-offs compared to the Accuri



PRODUCTS

TISSOT

With the start of another season comes the Swiss timekeeper's latest official timepiece and we have to say that the blue strap gives a much more appropriate look and profile to a watch that is so heavily connected to an exciting motorsport like MotoGP.

Both official watches are limited edition. One is a mechanical piece restricted to 3333 pieces, while the other is powered by a quartz movement, produced in a series of 8,888 pieces. Tissot boast over 160 years of experience at their trade so the new T-Race MotoGP Limited Edition 2013 is definitely a worthy edition to any collection or a prized gift to a racing fan.







BACKPAGE

2013 Monster Energy MX girls
By Ray Archer





'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

Adam Wheeler Editor and FIM MXGP correspondent

Ray Archer Photographer

Steve Matthes AMA MX and SX correspondent

Simon Cudby Photographer

Steve Cox Photo-journalist

Matthew Roberts Television Presenter and MotoGP correspondent

Gavin Emmett TV commentator/Presenter and MotoGP correspondent

Núria García Cover Design

Gabi Álvarez Web developer

PHOTO CREDITS

Ray Archer, Milagro, Pramac Ducati, Simon Cudby, Dorna/www.motogp.com

Cover shot: Tommy Searle by Ray Archer

This publication took a lot of time and effort to put together so please respect it! Nothing in this publication can be reproduced in whole or part without the written permission of the editorial team. For more information please visit www.ontrackoffroad.com and click 'Contact us'.